

## [CHAPTER 616.]

## AN ACT

August 23, 1935.

[H. R. 4513.]

[Public, No. 307.]

To authorize payment of claims for unauthorized emergency treatment of World War veterans.

World War veterans.  
Payment for certain  
unauthorized medical  
expenses.

Vol. 48, p. 11; U. S.

C., p. 1689.

Vol. 43, pp. 620, 1307;

U. S. C., p. 1670.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That notwithstanding the provisions of section 17, title I, Public Law Numbered 2, Seventy-third Congress, any claim for unauthorized medical expenses under the provisions of section 202 (9) of the World War Veterans' Act, as amended (U. S. C., title 38, sec. 483), wherein claim was duly filed prior to March 20, 1933, may be adjudicated by the Veterans' Administration, and any person found entitled to reimbursement shall be paid the reasonable value of services as prescribed by the said section 202 (9).

Approved, August 23, 1935.

## [CHAPTER 617.]

## AN ACT

August 23, 1935.

[H. R. 5375.]

[Public, No. 308.]

Relating to the compensation of certain charwomen.

Classification Act of  
1923, amendment.

Pay of certain char-  
women for holidays (ex-  
cept Sunday) author-  
ized.

Vol. 42, p. 1497; U. S.

C., p. 87.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the fifth paragraph under the heading "Custodial Service" in section 13 of the Classification Act of 1923, as amended (U. S. C., title 5, sec. 673), is amended by inserting at the end thereof the following new sentence: "Charwomen and head charwomen shall receive for each holiday (except Sunday) upon which under existing law no work is performed by them an amount equal to the amount they would receive had they performed the same number of hours of work on such holiday as the average number of hours of work performed by them during the days in the week in which such holiday occurs."

Approved, August 23, 1935.

## [CHAPTER 618.]

## AN ACT

August 23, 1935.

[H. R. 8991.]

[Public, No. 309.]

To authorize the Administrator of Veterans' Affairs to exchange certain property rights now vested in the United States at Veterans' Administration facility, Perry Point, Maryland, for certain property and rights of the Pennsylvania Railroad Company in that vicinity.

Perry Point, Md.  
Exchange of prop-  
erty, etc., Veterans'  
Administration and  
Pennsylvania Railroad  
Company, authorized.

Property transferred  
by United States.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Administrator of Veterans' Affairs be, and he is hereby, authorized and directed to transfer and release certain property rights now vested in the United States to the Pennsylvania Railroad Company as described in section 2 of this Act in exchange for certain property and rights from the Pennsylvania Railroad Company as described in section 3 of this Act.

SEC. 2. (a) Title to all that certain triangular piece or parcel of land situate at Perryville, in election district numbered 7, in the county of Cecil and State of Maryland, shown as parcel numbered 3 on the P. R. R. Plan Numbered 8018, bounded and described as follows, namely:

Beginning at a point in the southerly line of land of The Philadelphia, Baltimore and Washington Railroad Company at the distance of two hundred and five feet measured southwardly and at right angles from a point in the line established as the center line of railroad of The Philadelphia, Baltimore and Washington Railroad Company, known as the "Maryland Division" · said point

Description.

in center line of railroad being at the distance of four hundred and eighty-six feet, measured westwardly along said center line of railroad, from another point therein opposite the center of said railroad company's Perryville passenger station; said point of beginning also being in the northerly line of the Government reservation and south seventy-six degrees nineteen minutes west, a distance of six hundred forty-seven and six-tenths feet from a United States monument at a corner common to the said land of The Philadelphia, Baltimore and Washington Railroad Company and the land of the United States of America; thence south thirty-nine degrees eleven minutes west across the Government reservation, a distance of two hundred and fifty and nine-tenths feet to a point in the easterly line of the land of The Philadelphia, Baltimore and Washington Railroad Company; thence north twenty-one degrees thirty-seven minutes west along the boundary line between The Philadelphia, Baltimore and Washington Railroad Company and the Government reservation, a distance of one hundred fifty-two and ninety-one one-hundredths feet to a point; thence north seventy-six degrees nineteen minutes east along the northerly line of the Government reservation, a distance of two hundred twenty-one and thirteen one-hundredths feet to the point of beginning:

Containing, in all, three hundred and eighty-four one-thousandths of an acre, more or less, and being shown in detail as parcel numbered 3 on Plan Numbered 8018 of the Pennsylvania Railroad, dated June 3, 1935.

(b) Whatever easement rights the United States now has to all those two certain crossings of Stumps Road, also known as "Stumps Lane", described as follows, namely:

The southern crossing being at grade and crossing the railroad of The Philadelphia, Baltimore and Washington Railroad Company, known as the "Perryville Branch, Maryland Division"; the middle line of said Stumps Road grade crossing being at a distance of two thousand and fifteen feet, more or less, measured eastwardly along said Perryville branch line of railroad, from another point therein opposite the center of said railroad company's Perryville passenger station, and shown as grade crossing "C" on P. R. R. Plan Numbered 8018;

The northern crossing being under grade of the railroad of The Philadelphia, Baltimore and Washington Railroad Company, known as the main line Maryland Division; the middle line of said under-grade crossing being at the distance of one thousand nine hundred and ninety feet, more or less, measured eastwardly along said main line of railroad, from another point therein opposite the center of said railroad company's Perryville passenger station, and shown as undergrade crossing "D" on P. R. R. Plan Numbered 8018.

(c) Release of whatever right the United States now has to use the following described overhead bridge for vehicular traffic:

Overhead bridge being the approach to the present main entrance to the reservation, the center line of which is located westwardly a distance of two hundred ninety-one and five-tenths feet, more or less, from United States stone monument in the boundary line between the properties of the United States Government and The Philadelphia, Baltimore and Washington Railroad Company, said center line of overhead bridge also being at a distance of one hundred twenty-nine and nine-tenths feet, more or less, measured westwardly along the main line of the railroad from another point therein opposite the center of said railroad's Perryville passenger station and shown as overhead bridge "A" on Plan Numbered 8018 of the Pennsylvania Railroad, dated June 3, 1935.

By Pennsylvania  
Railroad Company.

SEC. 3. (a) Fees simple title, subject to the reserved right of the Pennsylvania Railroad Company, to all necessary rights of ingress, egress, and regress, on, over, and under, for the purpose of inspecting and maintaining any existing pipe or water line, to all that certain piece or parcel of land situate at Perryville, in election district numbered 7, in the county of Cecil and State of Maryland, shown as parcel numbered 1, on P. R. R. Plan Numbered 8018, bounded and described as follows, namely:

Description.

Beginning at a point in the southeasterly line of land granted by The Philadelphia, Baltimore and Washington Railroad Company to the State of Maryland by deed dated August 20, 1927, at a corner common to the land being described and common to the grant of easement parcel, shown as Parcel Numbered 2 on P. R. R. Plan Numbered 8018, to be hereinafter described, at the distance of one hundred and fourteen feet measured southwardly and at right angles from a point in the line established as the center line of railroad of The Philadelphia, Baltimore and Washington Railroad Company, known as the "Maryland Division"; said point in center line of railroad being at the distance of one thousand five hundred and fifty-nine feet, measured westwardly along said center line of railroad, from another point therein opposite the center of said railroad company's Perryville passenger station; thence south fifty-seven degrees forty-eight minutes east along the southwesterly line of grant of easement parcel Numbered 2, crossing a proposed road, a distance of four hundred and five feet to a point, said point being the southerly corner of said grant of easement parcel Numbered 2; thence south sixty-five degrees seventeen minutes east along the land of The Philadelphia, Baltimore and Washington Railroad Company, a distance of one hundred and twelve feet, more or less, to a point; thence north seventy-six degrees nineteen minutes east along the land of The Philadelphia, Baltimore and Washington Railroad Company on a line parallel with and distant one hundred feet measured southwardly and at right angles from the southerly line of the Perryville substation site, a distance of five hundred and ten feet, more or less, to a point, said point being in the westerly line of the Government reservation; thence along the lands of the Government reservation the following two courses: South twenty-one degrees thirty-seven minutes east a distance of one hundred and forty-seven feet, more or less, to a United States monument; south sixty-five degrees fifty-three minutes west a distance of five hundred and thirty-seven feet, more or less, to a point, said point being in the shore line of the Susquehanna River; thence northwestwardly, up and along said shore line of the Susquehanna River, a distance of nine hundred and twenty feet, more or less, to a point, said point being in the southerly line of the land granted by The Philadelphia, Baltimore and Washington Railroad Company to the State of Maryland; thence along the southerly and southeasterly lines of said land granted to the State of Maryland the following three courses: North seventy-seven degrees thirty-five minutes east a distance of one hundred and twenty-five feet to a point; north sixty-two degrees forty-five minutes east a distance of one hundred fifty-seven and five-tenths feet to a point; north thirty-seven degrees twenty-five minutes east a distance of sixty feet to the point of beginning:

Containing, in all, five and three hundred and eighty-seven one-thousandths acres, more or less, and being shown in detail as parcel numbered 1 on Plan Numbered 8018 of the Pennsylvania Railroad, dated June 3, 1935.

Easement for high-  
way.

(b) Easement for purpose of building, maintaining, and using a highway and such landscaping as may be considered necessary in

the discretion of the Administrator of Veterans' Affairs to all that certain piece or parcel of land situate at Perryville, in election district numbered 7, in the county of Cecil and State of Maryland, shown as parcel numbered 2 on P. R. R. Plan Numbered 8018, bounded and described as follows, namely:

Beginning at a point in the southeasterly line of the Philadelphia and Baltimore Road (post road) at or near the northerly end of the easterly abutment of Bridge Numbered 60.07 which carries the railroad of The Philadelphia, Baltimore and Washington Railroad Company over the highway and over the Susquehanna River, at the distance of forty-three feet measured northwardly and at right angles from a point in the line established as the center line of railroad of The Philadelphia, Baltimore and Washington Railroad Company, known as the "Maryland Division"; said point in center line of railroad being at the distance of one thousand three hundred and fifty-five feet, measured westwardly along said center line of railroad, from another point therein opposite the center of said railroad company's Perryville passanger<sup>1</sup> station; thence south thirteen degrees forty-one minutes east along the land of The Philadelphia, Baltimore and Washington Railroad Company, passing along the face of said easterly abutment of the Bridge Numbered 60.07, crossing said center line of railroad, a distance of eighty-three feet to a point; thence south fourteen degrees forty-two minutes east along the land of The Philadelphia, Baltimore and Washington Railroad Company, a distance of three hundred seventy-seven and forty-three one-hundredths feet to a point, said point being in the northeasterly line of parcel numbered 1; thence north fifty-seven degrees forty-eight minutes west along said northeasterly line of parcel numbered 1, crossing a proposed road, a distance of four hundred and five feet to a point, said point being in the southeasterly line of land granted by The Philadelphia, Baltimore and Washington Railroad Company to the State of Maryland by deed dated August 20, 1927, said point also being the point of beginning of parcel numbered 1, and being one hundred and fourteen feet measured southwardly and at right angles from a point in said center line of railroad; thence along the southeasterly and easterly lines of said land granted by The Philadelphia, Baltimore and Washington Railroad Company to the State of Maryland the following three courses: North thirty-seven degrees twenty-five minutes east a distance of ninety and four-tenths feet to a point; north thirty degrees twenty minutes east a distance of fifty feet to a point; north twenty degrees fifteen minutes east, recrossing said center line of railroad a distance of sixty-eight feet to a point, said point being at the most northeasterly corner of said land granted to the State of Maryland, within the lines of the highway leading to the highway bridge crossing the Susquehanna River; thence north sixty-four degrees fifty-two minutes east, crossing the southeasterly line of said highway, a distance of fifty-nine feet to the point of beginning:

Containing, in all, one and one hundred eighty-two one-thousandths acres, more or less, and being shown in detail as parcel numbered 2 on Plan Numbered 8018 of the Pennsylvania Railroad, dated June 3, 1935: *Provided*, That the Pennsylvania Railroad Company shall have the right to reserve all necessary rights of ingress, egress, and regress, on, over, and under, for the purpose of operating, inspecting, and maintaining the substation catenary wires and structures, transmission wires, pipe, water lines, pump, and so forth, and to maintain and operate its railroad as at present, or as it may be relocated or widened in the future.

Description.

<sup>1</sup> So in original.

Old fish wharf, etc.,  
to be razed.

SEC. 4. The Administrator of Veterans' Affairs is authorized and directed to raze the old fish wharf and fish house now located on the tract described in section 3 of this Act containing five and three hundred eighty-seven one-thousandth acres.

Approved, August 23, 1935.

[CHAPTER 619.]

AN ACT

August 23, 1935.

[S. 1988.]

[Public, No. 310.]

To extend the time for commencing and completing the construction of a bridge across the Missouri River at or near Rulo, Nebraska.

Missouri River.  
Time extended for  
bridging, at Rulo,  
Nebr.  
Vol. 47, p. 1555,  
amended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the times for commencing and completing the construction of a bridge authorized by an Act of Congress approved March 4, 1933, to be built by John C. Mullen, John H. Hutchings, and William Shepherd, their heirs, legal representatives, and assigns, across the Missouri River at or near Rulo, Nebraska, are hereby extended one and three years, respectively, from March 4, 1935.

Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, August 23, 1935.

[CHAPTER 620.]

AN ACT

August 23, 1935.

[S. 3050.]

[Public, No. 311.]

Granting the consent of Congress to the States of New York and Vermont to construct, maintain, and operate a bridge across Lake Champlain between Rouses Point, New York, and Alburg, Vermont.

Lake Champlain.  
New York and Ver-  
mont may bridge, be-  
tween Rouses Point,  
N. Y., and Alburg, Vt.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the States of New York and Vermont, their successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across Lake Champlain at a point suitable to the interests of navigation, between Rouses Point, New York, and Alburg, Vermont, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters", approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Construction.  
Vol. 34, p. 84; U. S.  
C., p. 1474.

Acquisition of real  
estate, etc., for location,  
approaches, etc.

SEC. 2. There is hereby conferred upon the States of New York and Vermont, their successors and assigns, all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, operation, and maintenance of such bridge and its approaches, as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which such real estate or other property is located, upon making just compensation therefor to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in the condemnation and expropriation of property in such State.

Condemnation pro-  
ceedings.

Tolls authorized.

SEC. 3. The said States of New York and Vermont, their successors and assigns, are hereby authorized to fix and charge tolls for transit over such bridge, and the rates of toll so fixed shall be the legal rates until changed by the Secretary of War under the authority contained in the Act of March 23, 1906.

Tolls applied to op-  
eration, sinking fund,  
etc.

SEC. 4. In fixing the rates of toll to be charged for the use of such bridge, the same shall be so adjusted as to provide a fund sufficient to pay for the cost of maintaining, repairing, and operating the bridge and its approaches, and to provide a sinking fund sufficient to amortize the cost of such bridge and its approaches as soon as